

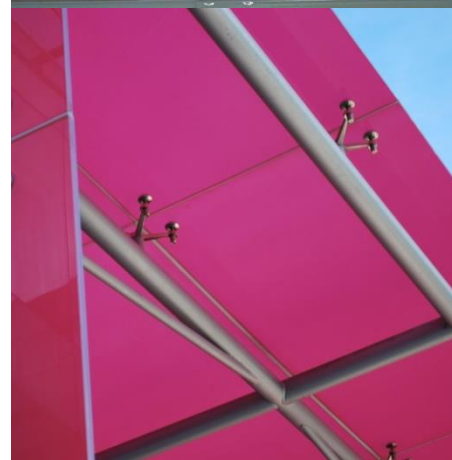
Derby Retail Study

Zone 5 – Allenton Accessibility & Infrastructure Appraisal

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Plans

Plan 066625-CUR-00-XX-DR-TP-06013-P01 – Pedestrian Catchment

Plan 066625-CUR-00-XX-DR-TP-06014-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06015-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Allenton area in terms of infrastructure and accessibility by various travel modes. A number of variables and indicators have been evaluated including vehicular, pedestrian, cycle, public transport and parking facilities, and a general overview has also been taken of the retail area which includes aesthetics, street furniture and security provision.
- 1.1.2 These different aspects have been assessed to ascertain a level of accessibility based upon various criteria. Each category has been scored between 1 and 5 where 1 is poor and 5 is excellent resulting in a maximum possible score of 30 for the retail area. Scoring tables are provided in each category to highlight the criteria used.
- 1.1.3 It is intended that this report, alongside those prepared for the other main retail areas within the Derby Urban Area (DUA) is read alongside the overarching Derby Retail Study report which focusses on transport, accessibility and service provision. The individual retail centre assessment reports and main study area report have been prepared to support a wider review on the retail health and opportunities for centres within the DUA.
- 1.1.4 It is therefore intended that the findings derived from the individual site assessments and conclusions drawn from the main report will provide strategic policy and infrastructure recommendations to Derby City Council and wider partners to enhance and ensure the future delivery and viability of sustainable retail centres within the DUA.

2.0 Retail Centre

2.1 Introduction

- 2.1.1 Allenton retail district centre is located along the A514 Osmaston Road, south of its junction with A5111 Osmaston Park Rd and Harvey Road. Allenton is located south – east of Derby City Centre.



Figure 2.1 Allenton Retail District Centre Location Map

- 2.1.2 Allenton district centre serves the Allenton community, in addition to residents from Osmaston, Lord & Whitting Estate and Shelton Lock which surround Allenton.
- 2.1.3 It consists mainly of a linear retail area with shops on both sides of the carriageway (A514 Osmaston Road). The area is fronted by customer parking bays and two bus stops.
- 2.1.4 The retail centre extends approximately 260m from the roundabout junction, Mitre Island, with A511 Osmaston Park Road (N) / A514 Osmaston Road / A511 Harvey Road / A514 Osmaston Road to the priority crossroads junction with Wittington Street and Upper Moor Road.
- 2.1.5 The area is surrounded by residential properties to the north, east, south and west of the retail area, whilst Moorways Stadium, and Allenton Community School lie to the west of the site and Merrill Academy is situated to the east.

3.0 Infrastructure Appraisal

3.1 Existing Access Arrangements

- 3.1.1 Vehicular, cycle and pedestrian access to the main retail area and car park area is currently taken from A514 Osmaston Road and Chellaston Road. Retail units and service providers are accessed directly from A514 Osmaston Road, Chellaston Road or via the side roads in the vicinity of the shopping area, which are Stamford Street, Bingham Street and Whittington Street.
- 3.1.2 Access to the car parking areas is achieved via direct vehicular access onto the car parks along the shop frontages, or via Stamford Street which leads to a public car park with 24 hour free access.
- 3.1.3 Additional pedestrian access can also be taken directly from the Spider Island Bridge where pedestrian footbridges are provided at the A5111 Harvey Road junction with A514 Osmaston Road and A514 Osmaston Park Road / Lord Street signalised roundabout junction, which lies to the north of the retail area. Pelican crossings are provided across three arms of the roundabout, to link pedestrians to the retail area from the roundabout.



Figure 3.1 Spider Island Bridge at the junction of Osmaston Rd & Harvey Rd

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on surrounding roads is 30mph. The speed limit on the main dual carriageway leading into A514 Osmaston Rd, i.e. A5111 Harvey Road junction with A5111 Osmaston Park Rd, is 40mph.
- 3.2.2 During the time of the survey, (weekday afternoon), there was a heavy – constant flow of traffic within the retail area, along A514 Osmaston Rd and Chellaston Rd, travelling at approximately 30mph, while vehicles turning into the car parking areas were travelling at much lower speed, due to the prominence of the retail area. Vehicles also had to reduce speed within the parking area as they stopped to give way to pedestrians crossing the two raised speed tables which are situated on the west side of the retail area.

Design

- 3.2.3 The surrounding road geometry is of a good design of modern standards with carriageways measuring between 10 and 12 metres in width. Internally within the shopping area there is a wide footway measuring between 3 to 5 metres fronting the main row of shops.
- 3.2.4 There are five one-way service roads providing car parking spaces along the shopping frontage. They are clearly signed and marked and operate as efficient one-way systems, the majority entering and exiting A514 Osmaston Road, with the north eastern service road travelling north around the existing Herons food store to exit onto the A511 Harvey Road. The car parking area along A514 Osmaston Rd comprises on street parallel parking bays while some bays are at a 45-degree angle. The off-street car park off Stamford Street comprises of 90-degree angle bay parking.
- 3.2.5 The north-bound bus stop on the west side of the retail area is located in the middle of a traffic island, and there is a raised table crossing provided within the parking area, with dropped kerbs and tactile paving, which provides a safe link to the bus stop. If coming from the east side the retail area, there is a signalised pedestrian crossing along A514 Osmaston Rd, approximately 47m south of the north-bound bus stop. The signalised crossing provides a safe crossing point for pedestrians, cyclists and those with mobility impairments. Access to the south-bound bus stop on the east side of the retail area is achieved via a signalised pedestrian crossing with dropped kerbs and tactile paving, located along A514 Osmaston Rd, approximately 20m south of the bus stop.

Vehicular Traffic Flow / Congestion

- 3.2.6 The traffic flow within the shopping area and the surrounding roads at the time of the survey (weekday afternoon) was free flowing and heavy. Slight congestion was observed around the parking areas as some cars were seen queuing waiting to find a free parking bay, as most of the bays were occupied.

3.3 Streets Scoring

Streets	
Score	Criteria
5	Good vehicular access positioning. Well-maintained streets of a good design. Light traffic flows with no congestion.
4	Good vehicular access positioning. Well-maintained streets of a good design. Light/moderate but controlled traffic flows with light congestion.
3	Satisfactory access positioning of adequate quality. Moderate traffic flows and light congestion.
2	Satisfactory access positioning of poor quality. Heavy traffic and moderate congestion.
1	Substandard access positioning of poor quality. Heavy traffic and heavy congestion.

Table 3.1 Street Scoring

3.4 Cycle Facilities

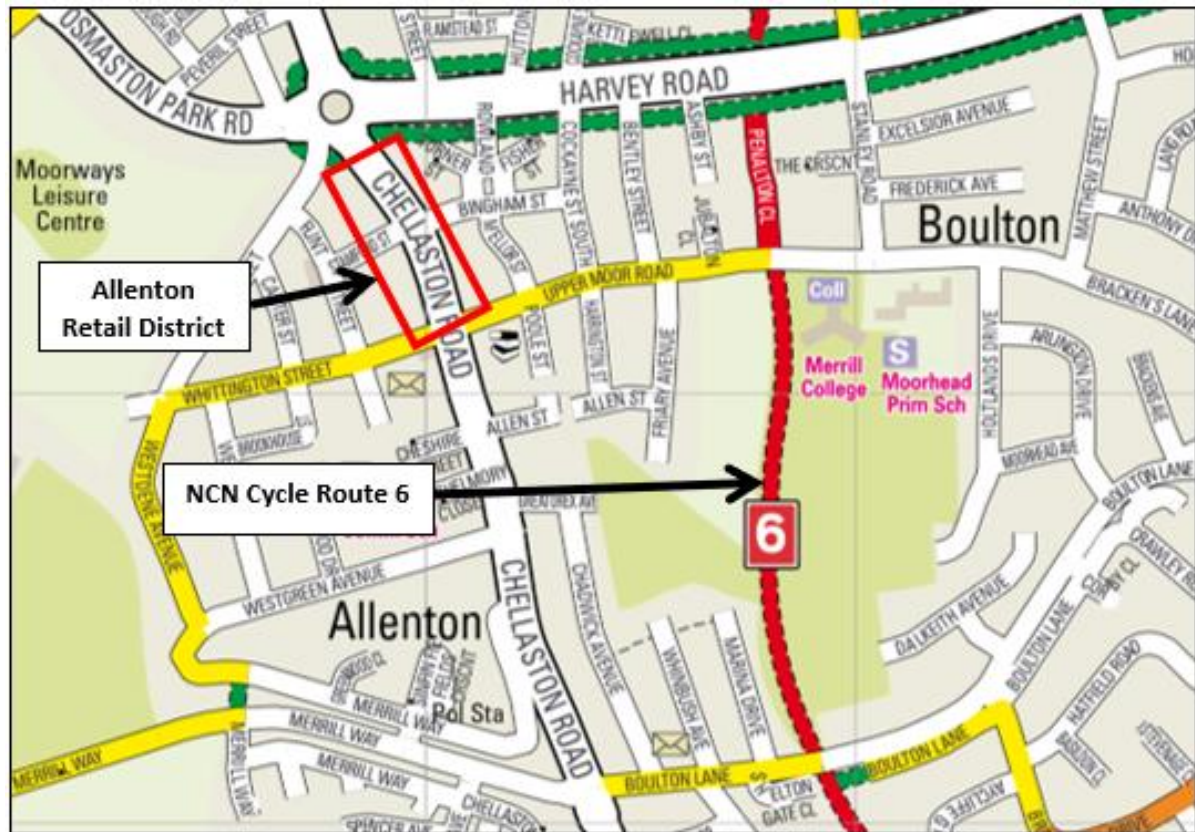
Cycle Routes

- 3.4.1 There are no marked or segregated cycle routes within the shopping area itself. However, the surrounding residential roads are suitable for cyclists to cycle within the carriageway.
- 3.4.2 There is a shared pedestrian and cyclist route north of A514 Osmaston Road, leading towards the Pelican Crossing at the junction of A514 Osmaston Road with A5111 Harvey Road, as shown in **Figure 3.2**.



Figure 3.2 Shared Pedestrian & Cycleway on A514 Osmaston Road

- 3.4.3 National Cycle Network (NCN) Route 6 lies approximately 400 metres east of the retail area, accessed via Upper Moor Road, shown in **Figure 3.3**.



SOURCE: Derby City Council

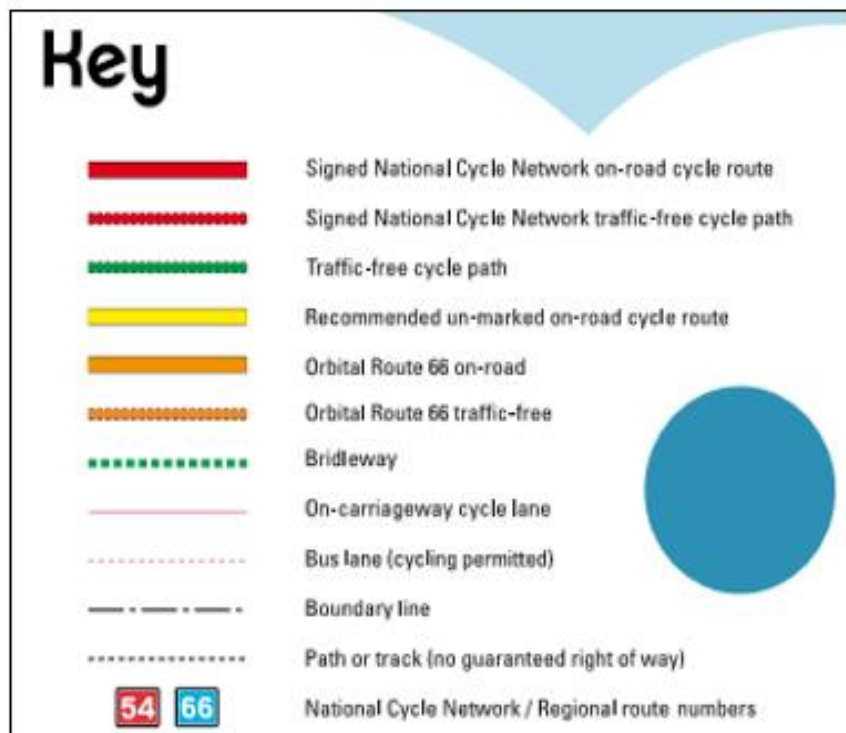


Figure 3.3 NCN Route 6 in relation to Allenton Retail District

Cycle Storage / Parking

- 3.4.4 There is cycle parking for up to 44 bikes within the shopping area. The cycle parking location is in a convenient position as it is located along the main frontage of the shops and is overlooked by residential properties. **Figure 3.5** shows some of cycle parking within the shopping area.



Figure 3.4 Cycle Parking within the Shopping Area

3.5 Cycle Scoring

Cycle Facilities	
Score	Criteria
5	Off road cycle provision of excellent quality. Ample space for cycle flows with controlled crossing provision. Convenient and generous cycle parking facilities.
4	Segregated / off road cycle provision of good quality with crossing facilities. Convenient and sufficient parking facilities.
3	On / off road cycle provision of adequate quality with convenient cycle parking.
2	No cycle routes / cycleways provided, some cycle parking present.
1	No provision for cyclists.

Table 3.2 Cycle Scoring

3.6 Pedestrian Facilities

Pedestrianised Streets

- 3.6.1 Whilst the main retail area provides suitable pedestrian spaces, there are no formalised pedestrianised areas within or surrounding the retail area.

Crossing Facility

- 3.6.2 The main signalised crossing facility in the retail area is the A514 Osmaston Rd roundabout junction with A5111 Harvey Road and A5111 Osmaston Park Rd, located north of the retail area. This junction provides pedestrian crossings on three arms, linking the residential areas surrounding the roundabout to the retail area. Above this roundabout junction is a spider island bridge, where a pedestrian footbridge has been provided, which leads onto the shopping area. The Spider Island Bridge is shown in **Figure 3.1**.
- 3.6.3 There is a pelican crossing facility with dropped kerbs and tactile paving along A514 Osmaston Road linking the east side of the retail area to the west side area. The signalised crossing also provides a link to the north and south-bound bus stops located north of the shopping area. The signalised crossing also provides access to the parking area along the shopping fronts. At the time of the survey, (weekday afternoon), many people were seen to be using this crossing.

- 3.6.4 There is an additional pelican crossing facility with dropped kerbs and tactile paving along Chellaston Road linking the east side of the retail area to the west side area. The dropped kerbs and tactile paving at the pelican crossing not only enable crossing of Chellaston Rd to access shops on either side of the carriageway, but also provides access to the south-bound bus stop near Allenton Convenience Store.
- 3.6.5 There are two raised speed tables crossing facilities with dropped kerbs and tactile paving within the parking area in the northern section of the retail area. One is located at the junction of Stamford Street with A514 Osmaston Rd while the other one is approximately 30m north of this junction.

Accessibility

The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There are also two signalised pedestrian crossings on A514 Osmaston Road, one to the north of the site and the other to the south, which both provide safe crossing points linking the retail centre to the bus stops on the north and south sides of the carriageway. There are dropped kerbs and tactile paving that would enable wheelchair and mobility scooter users access to the main retail frontages from the car park.

Ped / Cycle Flow

- 3.6.6 At the time of the survey (weekday afternoon), there was heavy pedestrian and light cycle flows, which was primarily made up of movements from the car park onto the shopping area and movement towards the bus stops along A514 Osmaston Road, while some were alighting buses and walking towards the shopping area.

Conflict Areas

- 3.6.7 There are two raised speed table crossing facilities with dropped kerbs and tactile paving within the shopping area, which serve as an access point for pedestrians and those with a mobility impairment between the northbound bus stop on A514 Osmaston Road and the shopping area.
- 3.6.8 As there is no priority for pedestrians at these raised speed tables, they could potentially pose a danger for pedestrians and those with a mobility impairment as they cross, while vehicles also drive within the parking area.
- 3.6.9 One of the raised speed tables is shown in **Figure 3.4**.



Figure 3.5 Raised Speed Table within the Shopping Area - Osmaston Rd

Footways /Cycleways

- 3.6.10 There is provision for shared footways and cycleways in appropriate locations as described above and they are in good condition, with dropped kerbs, shown in **Figure 3.2**.

3.7 Pedestrian Scoring

Pedestrian Facilities	
Score	Criteria
5	Pedestrianised streets in excellent condition with ample open space and well-located controlled crossing facilities where vehicular carriageways are present.
4	Ample and wide footway provision of good quality. Well positioned controlled / uncontrolled crossings and no vehicular conflict areas.
3	Adequate footways in reasonable condition with controlled and uncontrolled crossing points with no vehicular conflict areas.
2	Narrow footways in reasonable / poor condition with uncontrolled crossing points and potential conflict areas.
1	No / insufficient footways in poor condition with limited crossing provision and potential conflict areas.

Table 3.3 Pedestrian Scoring

4.0 Public Transport Assessment

4.1 Buses

Bus Stops

- 4.1.1 There are two bus stops on A514 Osmaston Road (within close proximity to the shopping area), which provide shelters, seating, lighting, a timetable, raised kerb, bus cage and real time bus information.



Figure 4.1 South-bound bus stop on Osmaston Rd

Services

- 4.1.2 The bus service provider and service numbers in this area is Arriva 2, Arriva 2A & Arriva 2B, operating every 10 to 30 minutes in the daytime. These services provide connections between Allenton, Chellaston, Melbourne, Swadlincote, Osmaston, Chellaston Rd and Derby City Centre.

Accessibility

- 4.1.3 The bus stops on A514 Osmaston Road are suitable for pedestrians and those with mobility impairments as there is level access provided to the retail area, leading from the bus stops.

4.2 Rail

Rail Station

- 4.2.1 There is no rail station near the shopping area, the nearest station is Peartree Railway Station approximately 1.5km away to the west, on the A5111 Osmaston Park Road. This is within the 2000m maximum walking distance for commuters, however it is considered excessive for a shopping trip.

4.3 Taxis

Taxi Ranks

- 4.3.1 There is no taxi rank provided at the shopping area.

4.4 Public Transport Scoring

Public Transport	
Score	Criteria
5	Well positioned and accessible bus stops with excellent facilities in good condition. Access available to frequent services which serve various destinations.
4	Accessible bus stops with good facilities in good condition, providing access to frequent bus services.
3	Accessible bus stops with adequate facilities and provision of regular services.
2	Bus stops with limited facilities / of poor quality and access to regular services.
1	No / insufficient bus stops in poor condition with limited level of service.

Table 4.1 Public Transport Scoring

5.0 Parking Provision

5.1 Location & Capacity

On-Street Parking

- 5.1.1 There are double yellow lines on either side of A514 Osmaston Road, prohibiting parking in the carriageway.

Short – Stay Off-Street Parking (within the Shopping Area)

- 5.1.2 There are approximately 98 standard parking bays and 23 disabled bays provided within the shopping area along the main frontage of the shops. **Figure 5.1** shows the “In” & “No Exit” signs in the parking bay along the shop front, which facilitate a one-way system in the parking area. The parking areas are accessed via A514 Osmaston Rd and also egressed via A514 Osmaston Rd.
- 5.1.3 Disabled parking bays are demarcated and comply with modern design standards as they are provided with dropped kerbs around to enable wheelchair access, as shown in **Figure 5.2**.
- 5.1.4 The car parking area along A514 Osmaston Rd comprises on street parallel parking bays while some bays are at a 45-degree angle.



Figure 5.1 In & No Exit Signs in Parking Area on A514 Osmaston Road

- 5.1.5 **Figure 5.2** shows the disabled parking bays, ideally located outside Co-op near the entrance to the store. The bays have dropped kerbs which makes it convenient for people with a mobility impairment.



Figure 5.2 Disabled Parking Bays outside Co-op

Long –Stay Off–Street Parking (behind the Shopping Area)

- 5.1.6 Long-stay off-street parking is provided in a public car park located off Stamford Street, behind the shopping area, shown in **Figure 5.3**. The car park is accessed via Stamford Street, via the junction of A514 Osmaston Rd with Stamford Street. The car park is at the rear of the shopping area and can accommodate approximately 44 vehicles. The car park is open 24 hours and is monitored by CCTV coverage.



Figure 5.3 Long-Stay Parking off Stamford Street

5.2 Charge

Short – Stay Off–Street Parking (within the Shopping Area)

- 5.2.1 The parking does not have monetary restrictions, but it has time restrictions, which are Monday to Saturday, parking within 8am to 6pm is for a maximum stay of two hours, with no return within one hour. Permit holders are permitted to park in the area, with displayed permits between 8am to 6pm on Mondays to Saturdays. The parking area within the shopping area had approximately 98% occupancy levels at the time of the survey (weekday afternoon).

Long –Stay Off–Street Parking (behind the Shopping Area)

- 5.2.2 The parking does not have time or monetary restrictions. The parking area had approximately 85% occupancy levels at time of survey (weekday afternoon).

5.3 Parking Scoring

Parking	
Score	Criteria
5	Ample and well located on/off street parking of good design with accessible links and disabled provision. In excellent condition with CCTV surveillance.
4	Well located on/off street parking with accessible links and disabled provision. In good condition with natural / CCTV surveillance.
3	Adequate provision of good design with accessible links in good / fair condition with some surveillance.
2	Sufficient parking of poor design, in fair / poor condition with limited/no surveillance.
1	No / insufficient provision of poor quality with no surveillance.

Table 5.1 Parking Scoring

6.0 General Overview

6.1 Aesthetics

- 6.1.1 The shopping area is generally busy, orderly, functional with high volumes of activity from pedestrians and other road users, shown in **Figure 6.1**. There is a high demand for parking within the shopping area evidenced by **Figure 6.2**. The majority, if not all available parking bays are occupied.



Figure 6.1 Allenton Retail Area



Figure 6.2 High volumes of parking within the shopping area

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including a convenience store, Post Office, charity shops and takeaway food stores, funeral homes and banks which provide access to typical daily food and service requirements.

6.3 Street Furniture

- 6.3.1 There is street furniture located within the area, which includes benches, litter bins, bollards, advertising boards, and bus stops. They have been positioned suitably and are well maintained.

6.4 Security

- 6.4.1 Lighting has been appropriately provided around the shopping area to provide a good level of coverage.
- 6.4.2 The carriageway (A514 Osmaston Road) is monitored by CCTV. The nature of the site is open and over-looked by residential properties directly overlooking the shopping area.

6.5 Quality

- 6.5.1 The design of the district and surrounding streets is quite typical for local retail centres developed to provide local amenities to residential areas. The features and level of provision largely meet modern highway design standards.

6.6 Disabled Provision

- 6.6.1 Disabled users using public transport are catered for by the provision of a level access leading to the shopping area from the bus stops on A514 Osmaston Rd. Disabled users driving to the site have disabled parking bays allocated and marked within the car park, which meet modern design standards, and provide dropped kerb links to the surrounding shops.

6.7 Vehicular Accessibility

- 6.7.1 No manoeuvring problems were observed although in some instances some cars had to queue to wait to find empty parking bays in the parking area along the shopping fronts (A514 Osmaston Rd).

6.8 General Condition

- 6.8.1 The condition and maintenance of the car park and shopping area is generally good with slight fretting, patching and potholes identified in the long-stay car park on Stamford Street, shown in **Figure 5.3**. Lighting and CCTV are provided and the area provides the impression of a well maintained very busy retail centre.

6.9 General Scoring

General	
Score	Criteria
5	Well positioned street furniture, ample lighting with CCTV/natural surveillance. Clean, tidy and pleasant appearance with many varied facilities. In excellent condition with natural light and open spaces.
4	Ample street furniture with good level of street lighting and varied facilities. CCTV/natural surveillance with a clean and tidy appearance and good condition with open spaces.
3	Adequate street furniture with sufficient street lighting, good facilities with CCTV/natural surveillance. Good condition with a clean and tidy appearance.
2	Tired looking street furniture with street lighting, some surveillance and adequate facilities. In need of some maintenance with an untidy appearance.
1	No / ill positioned street furniture with street lighting and some surveillance. Untidy appearance with a limited range of facilities and in poor condition.

Table 6.1 General Scoring

6.10 Total Scoring Summary

Total Accessibility Score		
Category	Actual Score	Possible Score
Streets	3	5
Cycle Facilities	3	5
Pedestrian Facilities	3	5
Public Transport	4	5
Parking	5	5
General	4	5
Total	22	30

Table 6.2 Total Scoring Summary

7.0 Accessibility by Sustainable Modes of Travel

7.1 Introduction

7.1.1 A key element of national, regional and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

7.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- (i) Pedestrian Accessibility;
- (ii) Accessibility by Cycle; and
- (iii) Accessibility by Public Transport.

7.2 Pedestrian Accessibility

7.2.1 Pedestrian accessibility infrastructure within the vicinity of the site is considered to be of a good standard, comprising of footways measuring at least three metres in width, in line with current design guidance, maintained footways on either side of the carriageway and links directly to the surrounding pedestrian network. Existing pedestrian crossing facilities are also available within the vicinity of the site.

7.2.2 The results of the GIS model indicate that the site is well located in respect of achieving connectivity to local residential areas which form part of Allenton Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on A514 Osmaston Road are within walking distance of the retail district.

7.2.3 On this basis, it is considered that the geographical proximity of the retail district facilitates sustainable travel to amenities and destinations that are most likely to be visited, in line with current policy provided in the Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot'. The guidance contains suggested acceptable walking distances, for pedestrians without a mobility impairment, which have been reproduced in **Table 7.1**.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 7.1 CIHT Suggested Acceptable Walking Distances

- 7.2.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 066625-CUR-00-XX-DR-TP-06013-P01** shows distances of 200m, 400m, and 800m which reflect the '*Preferred Maximum*' for retail trips, by the CIHT.
- 7.2.5 The pedestrian catchment plan confirms that the site is situated within walking distance of a number of existing residential areas. The pedestrian catchment plan demonstrates that the much of the retail district's existing catchment area is within 400 metres walking distance of the site. The catchment area also demonstrates that existing public transport opportunities such as local bus stops on A514 Osmaston Road are within 800 metres of the retail area, which reflect the '*Preferred Maximum*' for commuting trips, by the CIHT. The pedestrian catchment plan confirms that local residents, employees and visitors could access sustainable transport opportunities within the area which could help to reduce future private car use.
- 7.2.6 The 800m pedestrian catchment plan shows that Allenton Retail District is accessible by the majority of Allenton residents, within the preferred maximum walking distance for trips on foot.

7.3 Accessibility by Cycle

- 7.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 066625-CUR-00-XX-DR-TP-06014-P01** presents an eight-kilometre cycle catchment for the site. The eight-kilometre cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 7.3.2 The catchment extends as far as Allestree in the north, Chaddesden to the east, Willington in the south and Hilton to the west.
- 7.3.3 National Cycle Network (NCN) Route 6 lies approximately 400 metres east of the retail area, accessed via Upper Moor Road. Local roads within the surrounding area are relatively flat and are therefore considered to be suitable for cycling.

7.4 Accessibility by Public Transport

- 7.4.1 **Plan 066625-CUR-00-XX-DR-TP-06015-P01** demonstrates those areas accessible via public transport within 15, 30, 45 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.
- 7.4.2 A514 Osmaston Rd forms part of a local bus route and serves Arriva Bus services between Allenton, Chellaston, Melbourne, Swadlincote, Osmaston, Chellaston Rd and Derby City Centre. Bus stops are located along both sides of the carriageway.
- 7.4.3 Two bus stops are located along both sides of the carriageway of A514 Osmaston Rd within a 100m radius from the Allenton Retail District.

- 7.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a retail area.
- 7.4.5 Two bus stops are located within 70m from the centre of the retail district, adjacent to the main shopping fronts. A northbound and southbound bus stop is provided.
- 7.4.6 The bus service provider and service numbers in this area is Arriva 2, Arriva 2A & Arriva 2B, operating every 10 to 30 minutes in the daytime. These services provide connections between Allenton, Chellaston, Melbourne, Swadlincote, Osmaston, Chellaston Rd and Derby City Centre.
- 7.4.7 There is no rail station near the shopping area, the nearest station is Peartree Railway Station approximately 1.5km away to the west, on the A5111 Osmaston Park Road. This is within the 2000m maximum walking distance for commuters, however it is considered excessive for a shopping trip.

7.5 Summary

- 7.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian infrastructure, and there is an acceptable level number of public transport opportunities within close walking distance of the site.

Plans



2 The Wharf, Bridge Street, Birmingham, B1 2JS
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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Project:
DERBY RETAIL STUDY - ALLENTON

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

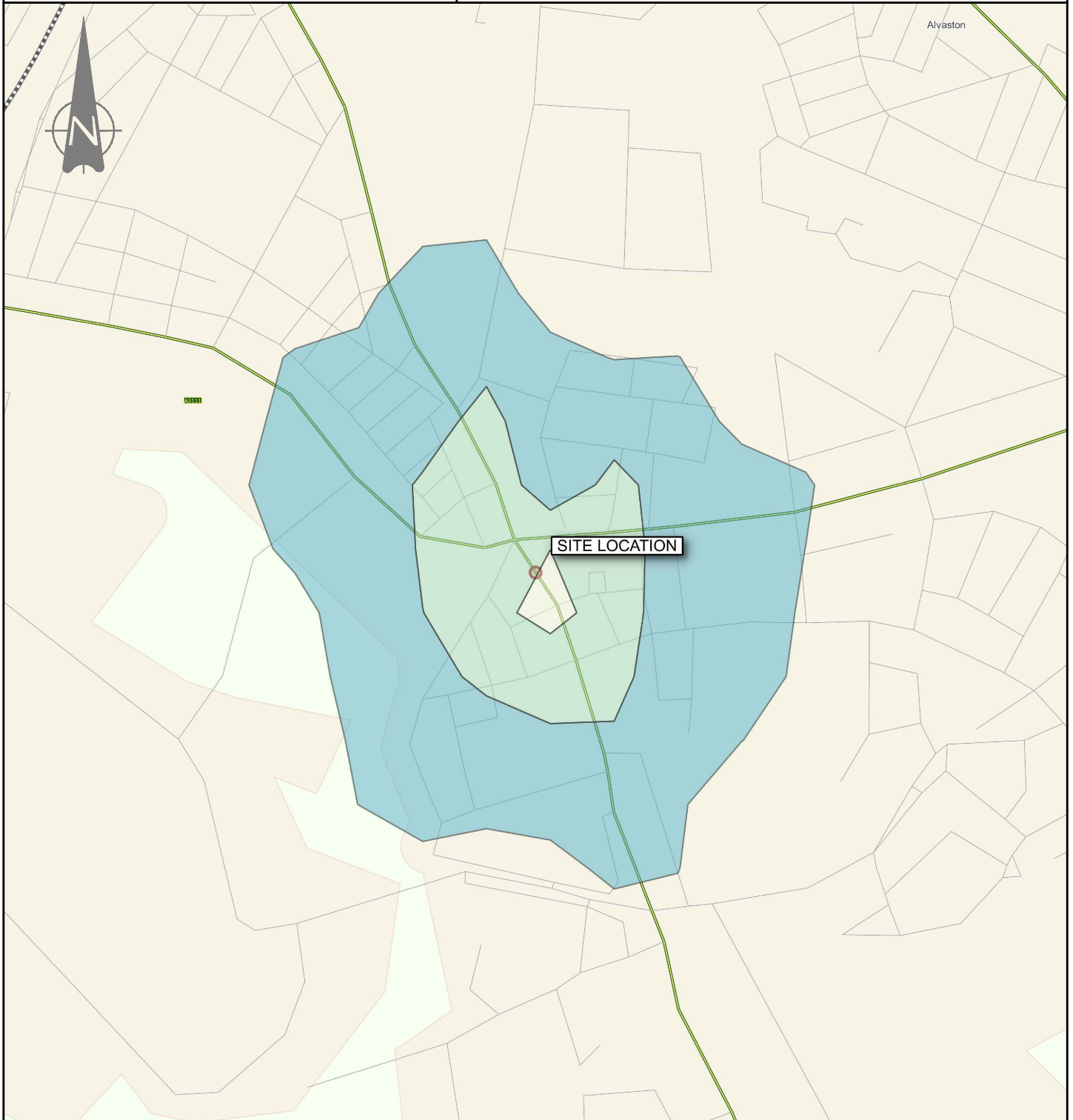
Drawn By: NA Checked By: MP

Designed By: NA Date: 07/08/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06013 - P01



Legend

- Site Location
- Allenton Walking Catchment (metres):-
 - 200m
 - 400m
 - 800m



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Project:
DERBY RETAIL STUDY - ALLENTON

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

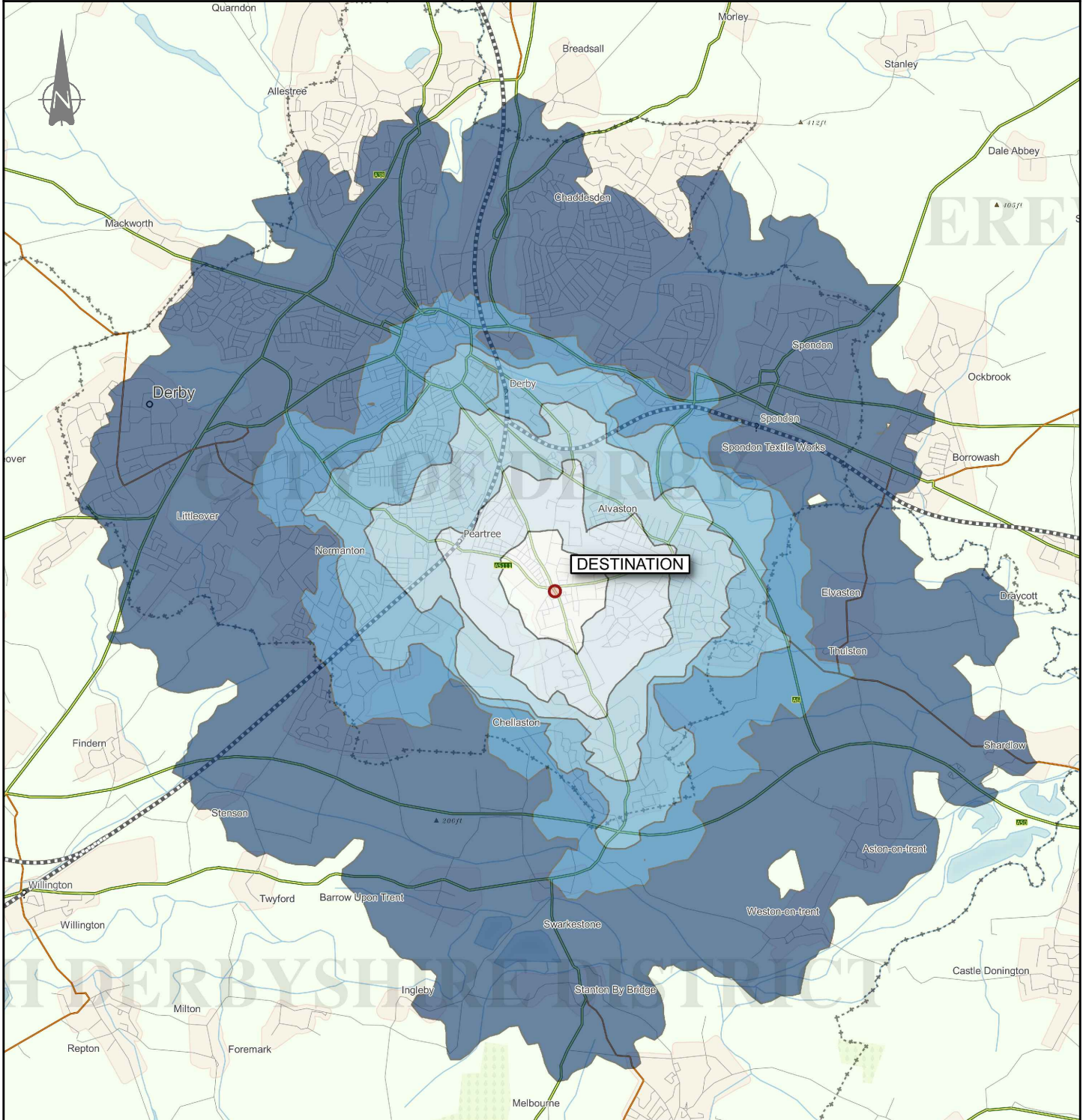
Drawn By: NA Checked By: MP

Designed By: NA Date: 07/08/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06014 - P01



Legend

• DESTINATION

Allenton Cycle Catchment (metres):-

1000m
2000m
3000m
4000m
5000m
8000m



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Project:
DERBY RETAIL STUDY - ALLENTON

Drg Title:
ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

Status:
PRELIMINARY

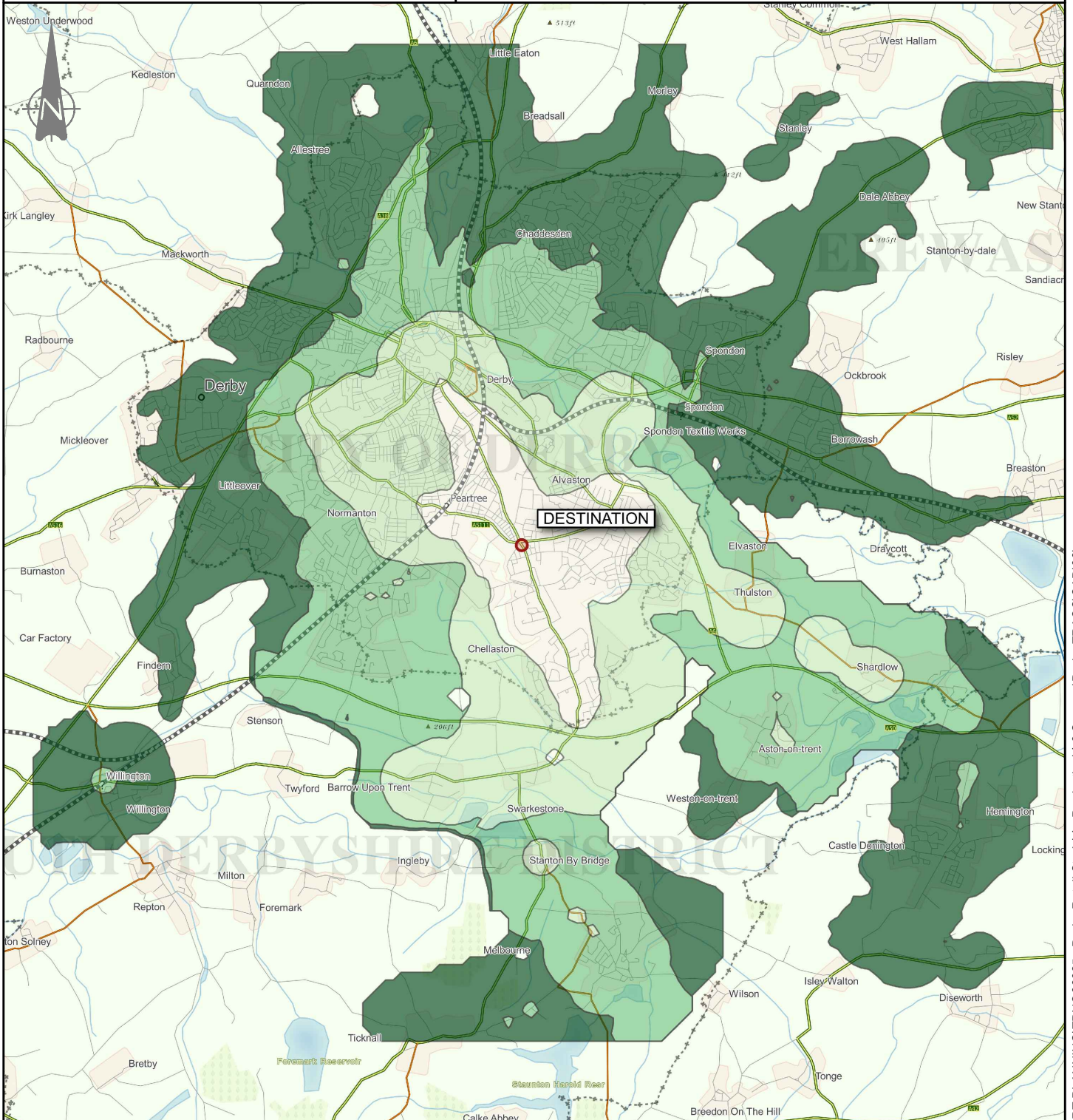
Drawn By: NA Checked By: MP

Designed By: NA Date: 01/08/2018

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06015 - P01



Legend

● DESTINATION

Allenton Public Transport Catchment (minutes):-

15

30

45

60

Our Locations

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